

IN THE SPECIFICATION:

Please insert the following statement of related applications following the title on page 1 of the specification.

STATEMENT OF RELATED APPLICATIONS

This application is a continuation of U.S. Serial Number 10/310,229 filed December 5, 2002 and entitled CLUTCH ASSEMBLY HAVING ANTI-SKEW ENGAGEMENT MECHANISM.

Please delete “rear” and insert “reverse” on line 9 of the paragraph 6 on page 3 of the specification as follows:

[0006] As noted above, one-way clutches of this type have been employed in numerous applications in transmission, transfer cases, and differentials. For example, one-way clutches have been employed in conjunction with multiple friction clutches and planetary gear sets to effect low and reverse gear ratios in conventional transmissions. While this arrangement has worked well for its intended purpose, some disadvantages remain. For example, the friction clutch remains a source of significant parasitic losses due to inherent drag between the friction plates when the clutch is operating in “open pack” mode. Still, the clutch is necessary for providing the proper holding torque in low and reverse gears. Accordingly, there remains a need in the art for a mechanism that can provide the appropriate holding torque for both low and ~~[[rear]]~~ reverse gears in the transmission and yet results in less parasitic losses which are presently attributable to the multiple plate friction clutch used for this purpose. In addition, there is a need in the art for a device that continues to perform the functions of the one-way clutch as described above, particularly where the output speed of the transmission exceeds the input speed resulting in engine compression braking.

Please insert “of” between “out” and “engagement” on line 12 of paragraph 30 at page 13 of the specification as follows:

[0030] Preferably, the clutch assembly 10 includes a pair of actuating cams 26 as best shown in Figure 1. The cams 26 may be disposed on either side of the inner and outer races 12, 18 or they may be nested with respect to each other and located on one side or the other of the clutch assembly. As noted above, each of the cams 26 may be selectively indexed to bring one or more pawls from one set of pawls 24 into an engaged or disengaged position. To this end, each actuating cam 26 includes a flat disc portion 27 having a plurality of disengagement portions 36 spaced about the outer periphery of the flat disc portion 27. The disengagement portions 36 are adapted to disengage every other pawl 24. More specifically, the disengagement portions 36 formed on one of the actuating cams define a first set of disengaging portions that cooperate with the first set of pawls 24A to move the first set of pawls 24A out of engagement between the inner and outer races of the clutch assembly. Similarly, the other actuating cam 26 includes a second set of disengagement portions that cooperate with the second set of pawls 24B to move the second set of pawls out of engagement between the inner and outer races. Thus, when both actuating cams 26 are disposed in this orientation, they support each pawl 24 so that the pawls 24 cannot engage the teeth 14 formed on the outer diameter 16 of the inner race 12. In this disposition, the clutch assembly 10 may freewheel in either rotational direction as illustrated, for example in Figure 2.